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Nonparticipating Reservists Face Active Duty Call-Up

Secretary Boyd has announced that certain enlisted Reservists who are not satisfactorily fulfilling their obligation will be eligible for up to 24 months of active duty.

This new policy *is now in effect*. However, a Reservist assigned to training category H will have until 30 November 1967 to be assigned to an Organized Reserve Training Unit; otherwise, he will be vulnerable for involuntary recall for up to 24 months.

The new requirements are designed to assure greater equity in fulfilling military service obligations. The individuals directly affected are now enjoying draft deferment without contributing directly to the strength and readiness of the Coast Guard Reserve.

Public Law 90-40, (Military Selective Service Act of 1967), empowered the President to call certain individuals to active duty involuntarily. The President transferred his authority to the Secretary in Executive Order No. 11366 of 4 August 1967. This authority has applied to Army, Navy, Marine Corps and Air Force Reserve components since February. It affects any member of the Ready Reserve who:

1. is not assigned to, or participating satisfactorily in, a paid drill training unit, and
2. has not fulfilled his statutory Reserve obligations, and
3. has not served on active duty or active duty for training for a total of 24 months.

The Coast Guard implementing directive provides for the retention of personnel in training category H, if they were or are assigned due to deactivation of their training unit (provided there is no other unit available). Exceptions are also granted for hardships and unemployment necessary to the national health, safety or interest. However, in these approved cases discharges will be granted and the local Selective Service Board informed, so that it may reclassify the individual as appropriate. Additionally, transfers to Reserve Components of the other Armed Forces will be granted.

The intent of the Coast Guard Reserve enlistment programs is to provide a source of personnel for Reserve units by permitting young men to satisfy their military obligations by serving six years in such units. The new legislation is meant to encourage an even greater number to do so. This should result in lower turnover in unit personnel, thus enhancing unit readiness.

Those Reservists who have completed their obligated term of service or have served at least two years on active duty are not affected by the new policies. This new policy affects those personnel who do not participate satisfactorily in a training unit and those who leave the training unit and fail to affiliate with another unit within 60 days.

The 45-day compliance measure is no longer applicable, since it has been replaced with the involuntary call to active duty for a period of up to 24 months.

KNOW YOUR RESERVE LEADERS



CAPT Richard E. Hoover, USCG
First District

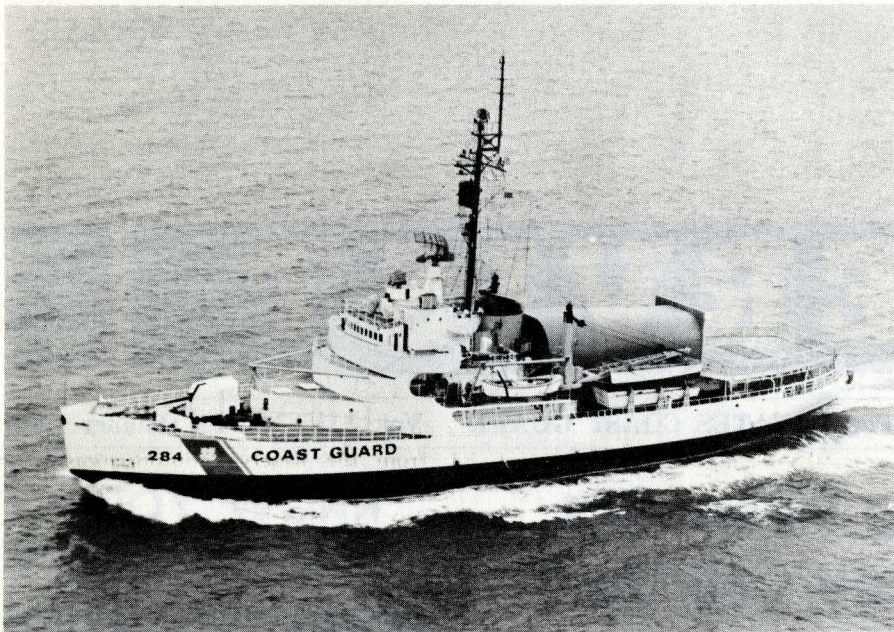
Captain Hoover was born on January 3, 1921, at Chicago, Illinois. He was graduated from high school at Phoenix, New York, in June 1939, attended the North Carolina State College at Raleigh, N.C., and entered the Coast Guard Academy at New London, Conn., as a cadet on July 22, 1940.

Graduated and commissioned as an Ensign on June 9, 1943 he subsequently was promoted through the ranks to Captain on 1 July 1965.

From the Academy he was assigned to the Cutter TANEY stationed at Honolulu, T.H., and for one year served with the cutter in the Asiatic-Pacific

See CAPT HOOVER, page 3

COAST GUARD ATTEMPTS CIRCUMNAVIGATION



The USCGC EDISTO

Two powerful U.S. Coast Guard icebreakers have attempted to circumnavigate the Arctic, a feat that remains unaccomplished by man. The USCGC EDISTO and the USCGC EASTWIND sought to conduct various oceanographic studies to increase man's knowledge of the polar area. The basic physical oceanographic program of the trip was to provide a description of the water masses along the route to help give insight into the exchange of water among the Pacific, Atlantic, and Arctic Oceans. Additional data obtained from ship operations was to assist in determining future polar icebreaker design.

The circumnavigation route was to proceed easterly from Spitzbergen between Novaya Zemlya and Franz Josef Land; northeasterly around the northern end of Severnaya Zemlya; southeasterly along the eastern side of Severnaya Zemlya; easterly around the northern limits of the New Siberian Islands; southeasterly passing between Wrangel Island and the mainland; easterly across the Chukchi Sea to Point Barrow; through the Beaufort and the Canadian Archipelagos; and terminating at the Lancaster Sound exit into Baffin Bay.

The voyage was called off when heavy ice conditions were found to obstruct the intended route and when the Soviet government created difficulties regarding "peaceful and innocent passage" through the alternate route of the Vil-

kitsky Straits. The 22-nautical-mile-wide Straits separate the Severnaya Zemlya island group from the Taymyr Peninsula, the northernmost extension of Siberia.

The commanding officer of the Coast Guard Cutter EDISTO and squadron commander, Captain William K. Earle, informed the Soviet Union of his intention to lead the ships through the Straits after repeated unsuccessful attempts to round the northern tip of the Severnaya Zemlya. The Soviets replied that an attempt to go through the Straits would be considered a violation of Soviet frontiers. The southern route through the Straits is used by Soviet icebreakers when escorting convoys through the area.

Captain Earle intended to take this route to the south when the Coast Guard icebreakers, ramming and hammering, failed to smash through the heavily rafted ice while battling snow squalls and high winds. He decided the passage to the north of Severnaya Zemlya would be impossible due to the heavy ice. This is considered to be one of the most severe ice years in recent history.

Captain Earle reported, "Strong northwesterly winds have congested the entire Kara Sea with polar pack ice, piling it under pressure along the western shores of Severnaya Zemlya." He continued, "The Squadron was stopped 150 miles short of its goal (to round the

island group) by massive floes piled up in places as high as the bridges of the ships."

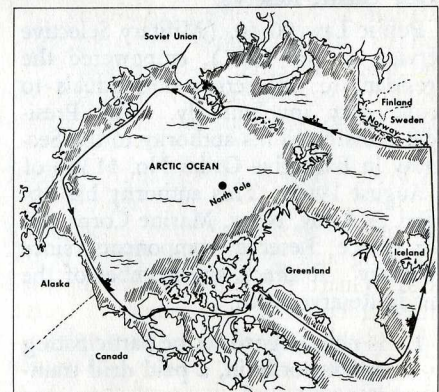
Additional attempts launched further offshore to avoid the pressure areas were also met with defeat. The ships, from time-to-time beset in the ice, had to break each other out of the vise-like grip of the frozen mass. Often the ships had to back up, race forward, and ram up onto the ice to break through the 8- to 12-foot solid ridges that crisscrossed the polar floes.

Since August 16th, the ships have been under almost continuous surveillance by Soviet aircraft; some coming within 200 feet of the ships.

The EDISTO will make its way back to Thule Greenland, the start of the circumnavigation route, to assist in wrapping up logistic activities in that area, and to make studies in Baffin Bay to help determine the ice forecast for the next year. The EDISTO is expected to return to its Boston port in late October.

The Cutter EASTWIND, under the command of Captain William K. Benkert, will remain in the Kara and Barents Seas for about a month to conduct further oceanographic studies of these waters. At present there are no plans for future circumnavigation attempts.

Two Reserve program administrators were aboard the USCGC EASTWIND as it and the USCGC EDISTO attempted the world's first circumnavigation of the Arctic. Commander Edward L. Samuel, USCGR, is the EASTWIND's executive officer, and Lieutenant Joseph P. J. Cooley, USCGR, is the cutter's navigator. Both of the ships involved in the remarkable attempt are homeported at Boston, Massachusetts.



The route the USCGC EASTWIND and the USCGC EDISTO planned to take in their attempt to circumnavigate the Arctic. The dotted line and X indicate where the icebreakers left the intended route and were stopped.

RESERVE BOARD DATES SET

The convening dates have been published for the Reserve officer selection boards to consider Reserve officers for promotion to the permanent grades of commander, lieutenant commander, and lieutenant (junior grade). A selection board for promotion to rear admiral is also scheduled and will convene immediately after the active duty admiral selection board which is set for 30 October. At the present time, sufficient vacancies exist in the grade of lieutenant (junior grade) to permit all officers in this zone of promotion to be selected. A "hump" exists in all the

other grades.

Each officer eligible for consideration for promotion who desires to send a written communication to the board may forward his communication regarding any phase of his military record which he considers important to his qualifications for promotion. This communication should be sent to Commandant (RA) via the chain of command and marked "for the President of the Board." Material shall be submitted to arrive not later than the convening date of the scheduled board. Here are the dates:

PROMOTION TO	TENTATIVE CONVENING DATE	ELIGIBLE FOR CONSIDERATION
Commander	30 October 1967	LCDR with Date of Rank of 7-1-64 or earlier
Lieutenant Commander	30 October 1967	LT with Date of Rank of 7-1-65 or earlier
Lieutenant (junior grade)	16 October 1967	ENS with Date of Rank of 1-20-67 or earlier

CAPT HOOVER, from page 1 and European theatres of war. From May 1944 until May 1945 he was given specialized training in radio and radar for six months at Harvard and four months at the Massachusetts Institute of Technology Naval Training School. He was then assigned to the destroyer escort Howard D. CROW (DE-252), for duty in the Pacific theatre of war until February 1946.

On his next assignment he served for four months as aide to navigation officer in the Sixth District office at Charleston, S.C. At the disestablishment of this district after the war, he was reassigned in July 1946 to the Cutter MOJAVE stationed at Mobile, Alabama. In November 1946 he was placed in charge of a sub-recruiting station at Montgomery, Alabama, and on its disestablishment in April 1947 he was transferred to the office of the Eighth Coast Guard District at New Orleans to serve as aide to navigation officer.

From August 1948 until August 1952, he served as instructor of descriptive geometry and engineering drawing and as wrestling coach at the Coast Guard Academy, and accompanied the cadets on their summer cruises aboard the Academy's training bark EAGLE as engineer officer. Assigned next as executive officer of the USCG BERING STRAIT (WAVP-382) stationed at Honolulu, he served for seventeen months with the cutter on ocean station weather patrol duty in the Pacific.

In April 1955 he was transferred to

Coast Guard Headquarters, Washington, D. C., to duty as Chief, Management and Methods Section, Administrative Management Division. Subsequent duty included duty as the executive officer aboard the USCG DUANE in June 1959 and as the commanding officer aboard the USCG CASCO in February 1960. He became Chief, Readiness Branch, First Coast Guard District in April 1961. In September 1963, he commanded the USCG CASTLE ROCK until October, 1966 when he was transferred to his present duty as Chief, Reserve Division, First Coast Guard District.

NEW ENLISTED RATINGS QUALIFICATIONS MANUAL

The new edition of the Enlisted Ratings Qualifications Manual, CG 311, has been published and became effective 1 September 1967. However, the October 1967 servicewide examinations for Reserve candidates are based on the old qualifications. Candidates receiving profile cards for the fall 1967 examinations will need to refer to the superseded manual. It is therefore advisable that the old manual be retained for reference until results of all examinations are received.

All 1968 servicewide examinations will be based on the new qualifications. Attention should be directed in the new edition of CG 311 to the revised format, and the need for using the correlation table in Appendix A for transcribing CG-3303B.



THE ADMIRAL'S CORNER

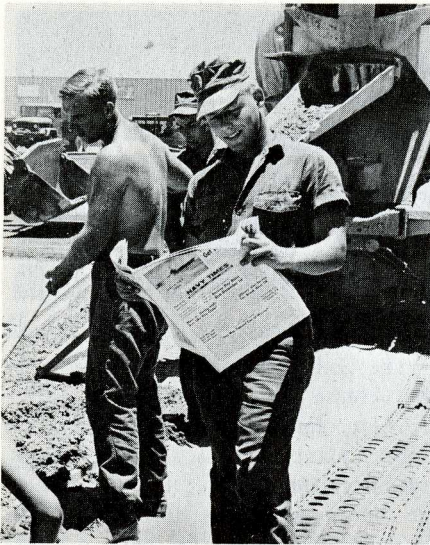
The Committee on Appropriations in the House of Representatives after listening carefully to testimony from the Commandant and his staff concerning the Fiscal 1968 budget, did not authorize the merger of the Reserve Training appropriation with the regular Coast Guard appropriations, cut \$235,000 from the Reserve appropriation basic request of \$24,535,000, reduced the regular Coast Guard operating expense appropriation by \$4,444,500, and reduced the retired pay appropriation by \$260,000. After consultation with Department of Transportation officials, it was decided that neither the cancellation of the merger nor the RT reduction would be opposed. As for the \$4,444,500 cut in regular Coast Guard appropriations, this cut has been appealed to the Senate which currently has it under consideration.

At the time of this writing, the Senate Appropriations Committee has not reported out the Coast Guard appropriation bill to the floor of the Senate. If any change is made in the House Bill, it will be necessary to hold a conference between committee members of the House and of the Senate to resolve their differences before the final Coast Guard appropriation bill for 1968 is passed.

If the Coast Guard Reserve ends up with this \$235,000 cut, the appropriation for 1968 will be \$24,300,000. This amount of money will support an end-of-year drill pay strength of 17,859 officers and men and will allow the purchase of considerably more equipment, facilities, and items for training than in previous years. One note of caution here is that the President has indicated that he will ask all departments, except the Department of Defense, to reduce expenditures in 1968 because of the very large deficit growing from the Vietnam war.

We will continue to let you know of our status as the Reserve programs and plans emerge.

R. R. WAESCHE



Navy Seabee Bill Stoffle takes time out at Chu Lai, South Vietnam to catch up on reading—especially the item about his father being recently nominated to the rank of Rear Admiral in the Coast Guard Reserve by President Johnson. RADM Stoffle was the commanding officer of a Coast Guard Loran Station Construction Detachment in the Pacific during World War II. Young Stoffle, who now serves in Naval Mobile Construction Battalion SEVENTY ONE, recently received a promotion, too—to the rating of Builder Third Class. This year, the Seabees are observing their 25th anniversary.

Waesche Award Criteria Changed

The Coast Guard Affairs Committee of the Reserve Officers Association, sponsor of the subject award, has adopted new criteria for evaluating the winner of the Admiral Russell R. Waesche Award. Commandant Notice 5060 of 14 August 1967 indicates four criteria which will be used to evaluate all drilling units in each district for each fiscal year. These criteria are

drill attendance,
reenlistments,
correspondence courses satisfactorily completed, and
servicewide examinations.

The revision of the criteria for this award is part of a planned standardization of criteria for all Reserve awards presented to district commanders and Organized Reserve Training Units. The Waesche Award is presented to the outstanding district in recognition of its Reserve accomplishments.

SPAR Reunion Plans Progressing

Plans for the SPAR Reunion are progressing rapidly with the original estimate of 500 already passed. Open house on board the Reserve training ship USCGC UNIMAK, tours of Cape Kennedy Space Center and the new Lion Country Safari, sunning, surfing, boating, fishing, golf and much chit-chat, combine to make a full weekend. Coast Guard films will be shown in the hotel theatre and Columbia Pictures has sent us their World War II film "TARS AND SPARS," which starred Victor Mature, Sid Caesar and Gower Champion.

The Post Masters of Washington, San Francisco, New York, Boston and Miami have all authorized a special postal cancellation carrying the slogan:

25th ANNIVERSARY
COAST GUARD SPARs
1942—1967

Don't forget—

Dates: 23-26 November 1967
Place: Hotel Biltmore, Palm Beach, Fla.

Write: Chairman, SPAR Reunion Committee, Coast Guard Headquarters, Washington, D.C. 20591

SOMEBODY FORGOT TO REMEMBER

The following are offered as reminders to Reservists on subjects of interest to them. A Reservist should remember to:

1. Enter his name and complete return address on fitness report receipts.
2. Report his own change of address, and be sure to report changes in name or residence of next of kin. (33 Code of Federal Regulations 8.1602). Is your Record of Emergency Data, (Form CG-4113) up-to-date?
3. Satisfy correspondence course requirements. When this issue went to press, 75 direct commissioned officers had been removed from drill pay status because they failed to complete their required correspondence courses.
4. Make sure that the end-of-course tests for correspondence courses are administered by qualified personnel and in accordance with the

instructions for giving the examination.

5. Submit claims for uniform maintenance allowance ONLY after completion of a four-year period of satisfactory service requiring the wearing of the uniform.

Reserve Directives Since Last Issue

Since the last issue of the RESERVIST, the following Reserve directives have been issued.

- 6 July 1967 Assignment of Performance Marks to Reserve Personnel—COMDTNOTE 1610.
- 27 July 1967 Advancement of USCGR RA (2x6) enlisted personnel while serving on extended active duty; policy for—COMDTINST 1410.1A.
- 15 August 1967 Reserve Training Conference, and Conference of District Chiefs of Reserve Divisions; cancellation of—COMDTNOTE 5050.
- 17 August 1967 Inactive Reserve Officer Selection Boards—COMDTNOTE 1401, as amended by Change 1.
- 21 August 1967 Boatswain's Mate Third Class unit training curriculum; revision of—COMDTNOTE 1510.
- 22 August 1967 Furnishing the Selective Service System with Information Needed for Determining Induction Quotas and Classifying Registrants — COMDTINST 1140.1.
- 24 August 1967 Admiral Russell R. Waesche Award; change in evaluation criteria of—COMDTNOTE 5060.

The Coast Guard RESERVIST

Published monthly in Washington, D.C., by the Commandant, U.S. Coast Guard. Reference to directives, regulations, and orders is for information only and does not by publication herein constitute authority for action. Inquiries about the Coast Guard Reserve should be addressed to the Commandant, U.S. Coast Guard, Washington, D.C. 20591.

ADMIRAL W. J. SMITH
Commandant, U.S. Coast Guard

RADM. R. R. WAESCHE
Chief, Office of Reserve

ENS. W. H. SCHMIDT
Editor

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